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OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM P (M) (14 Apr 69) FOR OT UT 691185

16 April 1969

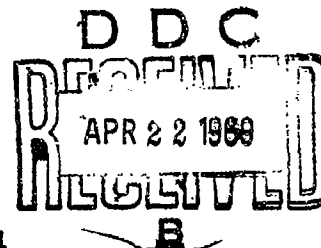
SUBJECT: Operational Report - Lessons Learned, Headquarters, 164th Combat Aviation Group, Period Ending 31 January 1969

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

C. A. Stanfield
C. A. STANFIELD
Colonel, AGC
Acting The Adjutant General



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164th Combat Aviation Group

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 164TH AVIATION GROUP
APO San Francisco 96215

AVGN

15 February 1969

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group for the Period Ending 31 January 1969, RCS CSFOR-65 (RI)

SEE DISTRIBUTION

1. Section 1: Operations; Significant Activities

a. Unit Mission: The mission of the 164th Combat Aviation Group has not changed since the previous Operational Report submitted for the period ending 31 October 1968.

b. Organization: 8 December 1968, "B" Troop, 7/1st Cavalry Squadron was released from attachment to the 12th Combat Aviation Group and returned to its parent unit that is stationed at Vinh Long. Also on 8 December 1968, the 135th and 335th Assault Helicopter Companies along with the 147th Assault Support Helicopter Company, all from the 214th Combat Aviation Battalion, were placed under operational control of the 164th Combat Aviation Group (CAG). On 12 January 1969 directives were received to convert to the new consolidated MTOE's. These MTOE's basically incorporate into each aviation company the Transportation and Signal Detachment that were previously attached. Additional information regarding the transition and actions taken to comply with the MTOE's will be submitted by subordinate units. The current organization of the 164th CAG can be found in Inclosure I.

c. Personnel Changes:

(1) COL Worthington M. Mahone, 065282, relinquished command of the 164th Combat Aviation Group to COL Jack V. Mackmull, 062677, on 11 December 1968.

(2) LTC Leo C. Bryan, 091775, assumed duties as the 164th CAG Executive Officer on 4 November 1968. LTC Velma F. Parker, 092661, replaced LTC Bryan on 9 January 1969.

(3) MAJ Richard A. Thompson, 091402, was replaced as 164th CAG S2 by MAJ Victor L. Miller, 0990853, on 16 January 1969.

(4) MAJ Glenn R. Weber, 02299056, assumed the duties as 164th CAG S1 on 24 November 1968, when MAJ Kenneth J. Scherz, 0F105320, departed

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15 February 1969

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group for the Period Ending 31 January 1969, ACS CSFOR (R1)

the command.

(5) MAJ William R. Londerman, 079596, assumed duties as Group G3 when LTC Robert W. Mills, 096761, departed the command on 29 January 1969.

(6) LTC Lowell R. Knight, 04035924, assumed command of the 347th ASD from LTC Thomas L. Morris Jr., 0188182, on 4 January 1969.

d. Unit Strengths as of 31 January 1969:

	<u>OFFICERS</u>		<u>WO</u>		<u>EM</u>		<u>VN CIV</u>		<u>TOTAL</u>	
	<u>AUTH</u>	<u>OH</u>	<u>AUTH</u>	<u>OH</u>	<u>AUTH</u>	<u>OH</u>	<u>AUTH</u>	<u>OH</u>	<u>AUTH</u>	<u>OH</u>
LHC	26	37	2	6	71	127	5	5	99	170
345th	3	5	1	1	85	51	6	6	89	57
346th	2	4	1	1	67	62	23	28	70	67
347th	2	4	1	1	61	64	25	24	64	69
H Btry	7	7	0	0	143	123	4	4	150	130

e. Aircraft Status as of 31 January 1969:

	<u>UH-1D</u>	<u>U-1A</u>	<u>OH-6A</u>
AUTH	2	1	5
OH	2	1	4

1. Operational Results as of 31 January 1969: Operational results of organic tactical units are reported separately in battalion/squadron reports indorsed by this headquarters.

Chronological Narrative:

VNAF AIRMOBILE TRAINING:

(1) Squadron Training: the 211th and 217th Helicopter Squadrons of the 74th VNAF Wing continued to provide tactical support to the IV CTZ. Under operational control and through supervision of training that is provided by the 164th CAG, an average of 10 VNAF OH-34's conducted daily airmobile assaults and combat operations under control of US Air Mission Commanders and supported by one US armed helicopter platoon. Reports from mission commanders and supported units indicate satisfactory performance.

(2) Liaison Officer Training: VNAF Liaison Officers received on-the-job training for planning and coordination of airmobile operations that were conducted by the 9th and 21st ARVN Divisions. The training was under the supervision of the respective 164th CAG Army Aviation Liaison Officer and the results were considered satisfactory.

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15 February 1969

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group for the Period Ending 31 January 1969, RCS CSFOA-65 (R1)

(3) Air Mission Commander Training: A total of four VNAF pilots were trained as Command and Control Air Mission Commanders during the quarter and are now considered qualified to supervise the conduct of airmobile operations. This brings the total to eight trained VNAF Air Mission Commanders. Two more students are scheduled to begin the training in February.

(4) UH-1D Transition Training: Five VNAF pilots completed UH-1D Transition Training during the quarter. Five additional students are currently undergoing transition. Each aviator receives a full course of instruction to include ground school, aircraft transition and participation in all types of combat airmobile operations. The course duration is 90 days with from 140 to 150 flying hours given each pilot.

AVIATION SAFETY:

(1) The aircraft accident rate for the 164th Combat Aviation Group during the period 1 November to 31 January was 14.64. This is a slight decrease from the rate for the previous quarter of 15.47 and indicates an additional decrease over the last two quarters. Renewed command emphasis and an aggressive safety program is being applied to try to decrease the rate even further.

(2) Twenty-three engine failures continue to be a predominate cause factor of accidents and incidents. Other factors of almost equal consequence are twenty-one fuel, oil, or hydraulics malfunctions. Ten aircraft experienced partial power loss and seven tail rotor malfunctions.

LOGISTICS:

(1) Stagefield Operations:

(a) During the past quarter the 164th CAG has continued to expand stagefield logistical support activities in the Delta. Exclusive of base airfields, in excess of 1,000,000 gals of JP-4 was pre-stocked at 14 stagefields located throughout the IV CTZ. In excess of 70,000 rounds of 2.75" FFAR rockets constituted the stockage objective at the stagefields plus a comparable amount of 7.62mm, 40mm and TAT 102 ammunition. Stockage objectives were compatible with available assets and were met in all cases with the exception of 2.75" rockets. Availability of 2.75" rockets and transportation assets to transport the high tonnages involved were the limiting factors.

(b) All modes of transportation were utilized to transport Class III A and V A supplies to the staging areas to include commercial water and commercial wheel vehicles.

(2) Two major losses of Class III A supplies by fire was experienced during the quarter. 20,000 gals was destroyed by fire at Ben Tre and

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15 February 1969

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group for the Period Ending 31 January 1969, RCS CSFOR-65 (R1)

35,000 gals were destroyed at Ca Mau. These losses did not restrict combat operations in any way. The mobility of FAMES (Forward Area Refueling Equipment System) was immediately placed into operation with bulk fuel being supplied by CH-47 helicopters from the nearest stagefield. Replenishing the destroyed supplies in quantity sufficient to sustain combat operations was immediate and in no way monopolized the CH-47 support available to the IV CTZ.

MAINTENANCE:

To increase maintenance effectiveness, the following directive has been added to the group maintenance program: During the second intermediate inspection, a technical inspector will inspect the aircraft. The purpose of this inspection is to identify safety of flight deficiencies. This inspection should significantly reduce the in-flight maintenance failures that occur after the second intermediate inspection and prior to the next preventative maintenance periodic inspection. The OH-6A will have a maintenance stand down day with each 75 hours flown after its last preventive maintenance periodic inspection. During the stand down day a technical inspector will thoroughly inspect the aircraft.

COMMUNICATIONS:

Sole user land line, speech plus teletype circuits with the 7/1st AUS, Vinh Long, and the 13th CAB, Soc Trang, were established to provide point to point teletype service between this headquarters and subordinate units. Secure voice FM communications was established with the three battalion size units organic to the 164th CAG. This represents a ground secure voice capability over a distance of 32 statute miles.

h. Awards and decorations: Awards received, processed and awarded for the period 1 Nov 68 thru 31 Jan 69, are as follows:

	<u>SSM</u>	<u>LOM</u>	<u>DFC</u>	<u>SM</u>	<u>BSM</u> "V"	<u>AM</u> "V"	<u>ARCOM</u> "V"	<u>BSM</u>	<u>AM</u>	<u>ARCOM</u>
INOC		1	1	1		4		4	48	3
345th									1	1
346th										1
347th					1					2
H/29th	1						2	2		2

2. Section 2: Lessons Learned: Commanders Observation, Evaluation and Recommendations.

a. Personnel:

(1) Avionics ECO

(a) OBSERVATION: Based on the number of aviation units organic to the 164th CAG and the numerous types of aircraft with a variety of

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15 February 1969

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group for the Period Ending 31 January 1969, RCS CSFORM-65 (R1)

avionics equipment installed that are assigned to these units it was determined that additional avionics expertise was required at the Group staff level.

(b) **EVALUATION:** To cope with the increasing maintenance and logistics problems associated with avionics equipment utilized throughout the 164th Combat Aviation Group additional assistance was required for the Group Avionics Officer to provide responsive staff supervision of avionics utilization and maintenance within the Group.

(c) **RECOMMENDATION:** That an Avionics NCO be assigned to the Communications Section of each Combat Aviation Group and MTOE action be initiated to authorize this position in the grade of SFC E-7 with an MOS of 35P40.

(d) **ACTION TAKEN:** On 11 November 1968 the 164th CAG assigned an Avionics NCO to the Communication Section, Headquarters and Headquarters Company. Assignment of this NCO has resulted in a more coordinated and closely supervised effort in the avionics field and has materially assisted in the overall performance of the Group mission.

(2) Communications Personnel:

(a) **OBSERVATION:** Personnel and equipment authorized for the Communication Section, Headquarters and Headquarters Company, Aviation Group by MTOE 1-252G are not sufficient to provide the 24 hour fixed station operation presently required. Equipment authorization is based on a mobile configuration of operation and does not provide the equipment necessary for fixed station operations. Personnel authorized are not sufficient to operate a fixed station Communications Center and required radio nets on a 24 hour basis.

(b) **EVALUATION:** To provide the command and control communications system required by the fixed base operations of the 164th Combat Aviation Group, the Communications Section has established a Comm Center that provides secure teletype between the 1st Aviation Brigade and battalion sized units subordinate to the Group. The section also provides net control for the Group HF and RTT nets. All operations are conducted on a 24 hour per day, 7 day a week basis.

(c) **RECOMMENDATION:** That MTOE action be initiated to authorize Aviation Groups the personnel and equipment necessary to support a fixed station Comm Center operation.

(d) **ACTION TAKEN:** The 164th Combat Aviation Group has recognized the requirements of the Communications Section and has authorized mobile equipment to be dismounted plus hand receipt transactions to provide the equipment required for a fixed station Comm Center. The section has also been augmented with additional personnel to provide for 24 hours operation.

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15 February 1969

b. Operations:

(1) Province/Sector Operations:

(a) OBSERVATION: Increased emphasis on Province/Sector level airmobile operations created a need for an aviation package immediately responsive to the current intelligence situation.

(b) EVALUATION: Province/Sector operations are normally raids, lasting less than five hours and employing a company sized force capable of reacting in less than 2 hours.

(c) ACTION TAKEN: Each day a standby airmobile package is provided to IV CTZ. This package consists of 6 armed transports, a platoon of helicopter gunships, and a command and control helicopter. IV Corps allocates the package on a half-day basis to those sectors having intelligence indicating the best chance for enemy contact. This concept has been extremely effective in terms of combat results versus assets utilized.

(2) Airfield Defense:

(a) OBSERVATION: The attack on Can Tho AAF on 13 January 1969 emphasized the vulnerability of Can Tho, Vinh Long and Soc Trang Army Airfields.

(b) EVALUATION: Prior to 13 January 1969, airfield and perimeter defense was the responsibility of the respective airfield commander. Although responsibility was vested in the airfield commander, he was not in the chain of command and had no direct authority over units stationed at the airfield.

(c) RECOMMENDATION: That defense of airfields be the responsibility of commanders that are in the chain of command and who have sufficient assets to adequately defend U S personnel and equipment.

(d) ACTION TAKEN: Tenant Battalion/Squadron Commanders were given direct responsibility for airfield defense. Defenses were directed to be constructed in depth and monthly rehearsals of revised defensive plans are to be conducted.

c. Logistics:

(1) FARES:

(a) OBSERVATION: The Forward Area Refueling Equipment System proved to be highly mobile, easily maintained and very dependable.

(b) EVALUATION: The FARES has been employed on several occasions on very short notice. The mobility of the system and ease

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15 February 1969

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Group for the Period Ending 31 January 1969, RCS CSFQR-65 (R1)

of operation proved the worth of having such a system immediately available in response to remote combat operations and losses by enemy action or installed POL equipment.

(c) RECOMMENDATION: That the FARES be accepted into the Army inventory as a standard item of equipment and one system be authorized each aviation company/air cavalry troop.

(2) Maintenance Support of Communications Equipment:

(a) OBSERVATION: Lack of a complete repair capability for communications equipment at the DS level has resulted in excessive deadline time while equipment is evacuated to the GS echelon for repairs that should be made by the DS unit.

(b) EVALUATION: Due to a lack of responsive maintenance support for electronic equipment, the communications posture of the 164th CAG has been seriously reduced. Sufficient back-up items of equipment are not authorized, nor on hand in this unit to replace items that must be evacuated for repair. This equipment is normally in repair channels for an excessive time when it is evacuated.

(c) RECOMMENDATION: That the maintenance capability in the IV CTZ be evaluated to determine a solution for communications maintenance support problems experienced by this unit.

(d) ACTION TAKEN: On 24 December 1968, a command letter was sent to the Commanding Officer, 53rd General Support Group, through the Commanding General, 1st Aviation Brigade, recommending that a study be conducted to determine a solution for communications support problems in the IV CTZ.

d. Training:

(1) Standardization Instructor Pilots and Instructor Pilots, AH-1G:

(a) OBSERVATION: SIPs and IP's are very much in demand throughout the group for the AH-1G aircraft.

(b) EVALUATION: Due to the shortage of AH-1G rated personnel within the AH-1G units, the requirements established by 1st Avn Bde Reg 95-6, the experience level of the personnel arriving in country, coupled with their total flying time, it is becoming increasingly difficult to obtain unit IP's. The requirement that an aviator be an IP prior to attending a five day course for obtaining an SIP rating, and the fact that SIP's can not be made within the units is leaving the units without SIP's. The shortage of SIP's and IP's will be increased by the addition of AH-1G aircraft into the Assault Helicopter Companies. They currently do not have AH-1G rated aviators and qualified aviator input from CONUS and the AH-1G Training Team

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15 February 1969


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Group for the Period Ending 31 January 1969, RCS CSFOR-65 (R1)

is not sufficient to meet the needs of these units.

(c) RECOMMENDATION: Recommend that the AH-1G Training Team send an SIP to the 164th CAG for a sufficient period to evaluate personnel selected to become IP's and qualify them as same. That current IP's be given a ride, at their unit, to qualify them as SIP. The 164th Group should be given more allocations to the AH-1G Transition course to accommodate the units receiving AH-1G's without qualified personnel.

(d) ACTION TAKEN: As per fonecon with 1st Avn Bde G-3, there are no quotas available for IP/SIP Transition Training at present. However unit IP's and SIP's are working with AH-1G pilots in order to qualify them for check rides.

1 Incl
as


JACK V. MACKMULL
Colonel, Infantry
Commanding

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AVBAGC-O (15 Feb 69) 1st Ind
SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group
for the Period Ending 31 January 1969, RGS CSFOR-45 (RI)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

1 MAP 100

THRU: Commanding General, United States Army Vietnam, ATTN: AVHPO-DST
APO 96575

Commander-in-Chief, United States Army Pacific, ATTN: GPCP-OT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C., 20310

1. This headquarters has reviewed this report, considers it to be adequate,
and concurs with the contents.

2. The following comments are considered pertinent:

a. Paragraph 2a (1), Page 4: Concur. Action is being taken to develop
new MTCSs for the Aviation Groups. This comment will be evaluated with
comments from other groups and changes initiated accordingly.

b. Paragraph 2c (1), Page 6: One hundred FARE systems were brought into
country for test. BOI cannot be determined by USARV POL branch of G-4.
During this test period the tabular allowances of 100 GPM pumps were not
decreased. It is anticipated that if FARES is adopted as recommended, it
will replace the 100 GPM pump presently authorized.

c. Paragraph 2d (1), Page 7. There is a definite shortage of AH-1G SIP's
and IP's in the 164th CAG. There is also a shortage of qualified pilots in
the AH-1G. Both of these observations are true throughout the Brigade. The
requirement of 250 hrs in category and 25 hrs in type and model before be-
coming an IP is not considered excessive. The requirement of 25 hrs in type
and model is a requirement of AR 95-4 and USARV Reg 95-6. The requirement
of being an IP Prior to becoming an SIP is set forth in USARV Reg 95-6. At
this time there is no SIP course being conducted by the AH-1G training team.
The AH-1G training team is currently planning to increase the pilot quali-
fication course by 100%, which should reduce the shortage of AH-1G pilots.
To increase the number of AH-1G Instructor Pilots, unit SIP's can qualify
pilots into IP's.

d. Paragraph 2e (2)(d), Page 7. The letter mentioned, Action, paragraph
2(2d) was forwarded. USASUPCOM unclassified message number 2-1435, DTG
130046Z Feb 69, Subject: In-Country General Support Program for Communi-
cations-Electronics (C&E) Equipment, was sent to Commanding Officer, 164th
Combat Aviation Group, ATTN: Signal Officer. This message outlines the new

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AVBAGC-O

SUBJECT: Operational Report of Headquarters, 104th Combat Aviation Group
for the Period Ending 31 January 1969, RCS CSFOR-65 (RI)

equipment maintenance procedure for III and IV Corps at Direct Support and
General Support maintenance levels.

FOR THE COMMANDER:



L.V.D. R. ANDERSON

CPT. AG

ASST. AG

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AVHGC-DST (15 Feb 69) 2d Ind

SUBJECT: Operational Report of Headquarters, 164th Combat Aviation Group
for the Period Ending 31 January 1969, RCS CSFOR-65 (R1)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 25 MAR 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558


1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1969 from Headquarters, 164th Combat Aviation Group.

2. Comments follow:

a. Reference item concerning FARES (Forward Area Refueling Equipment System), page 6, paragraph 2c(1) and 1st Indorsement, paragraph 2b. Concur, except in the remark regarding the recommended Basis of Issue (BOI). The Army Concept Team in Vietnam (ACTIV) Final Report (FARE) dated 11 January 1969, recommends the system be standardized when certain improvements are made. ACTIV also recommends that CONUS tests be performed prior to acceptance. The BOI will be addressed when the improvements and tests are accomplished.

b. Reference item concerning Maintenance Support of Communications Equipment, page 7, paragraph 2c(2) and 1st Indorsement, paragraph 2d; concur. A survey of Communications Electronics (CE) Support was initiated by USA Support Command, Saigon. Results of the survey indicated that CE Support for 164th Aviation Group was deficient. The maintenance support program was realigned and this information was disseminated to the unit on 13 February 1969. No action is required by DA or USARPAC.

FOR THE COMMANDER:


W. C. ALLEN
CPT, AGC
Assistant Adjutant General

Cy furn:
164th Combat Avn Gp
1st Avn Bde

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GPOP-DT (15 Feb 69) 3d Ind

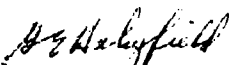
SUBJECT: Operational Report of HQ, 164th Cbt Avn Gp for Period Ending
31 January 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 1 APR 1969

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

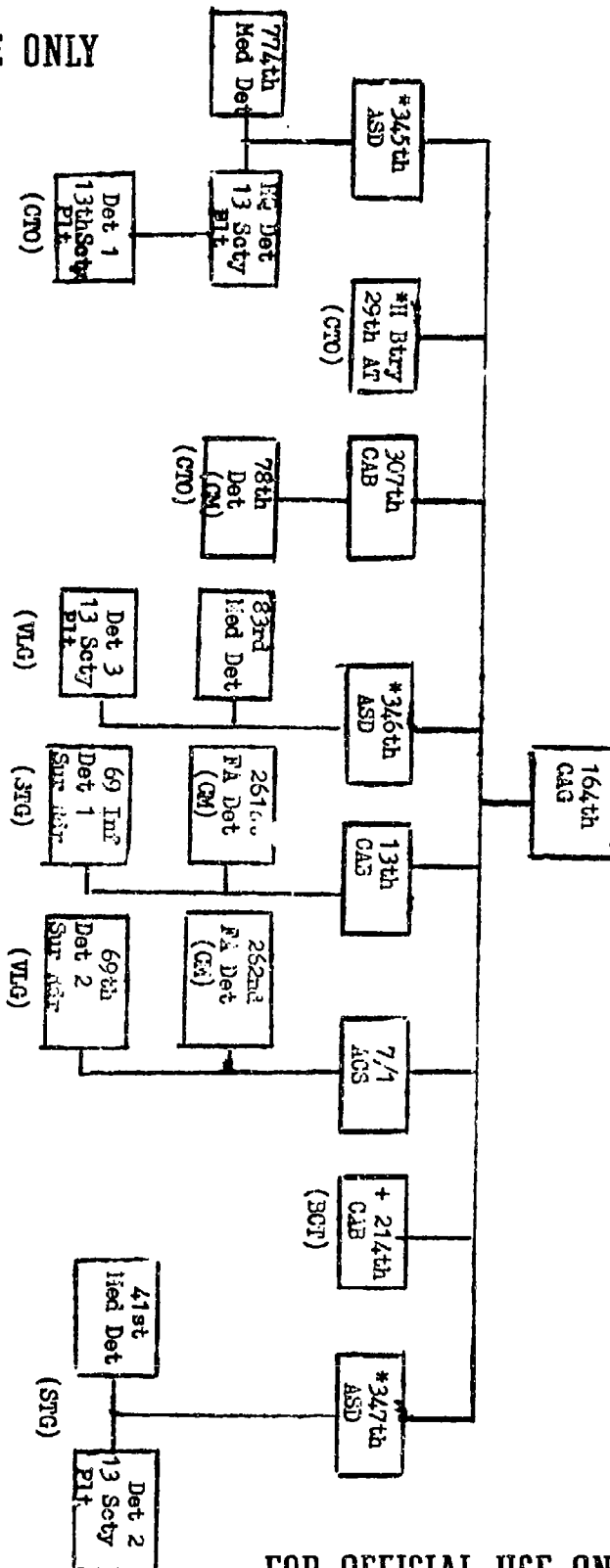
This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:


G. E. HOLEYFIELD
MAJ, AGC
Asst AG

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* Attached
+ OPCON

CTO - Can Tho, AFO 96215
STG - Soc Trang, AFO 96296
VLG - Vinh Long, AFO 96357
BCT - Bear Cat, AFO 96350
VT - Young Tau, AFO 96291

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CO, 164th Aviation Group			
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14

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